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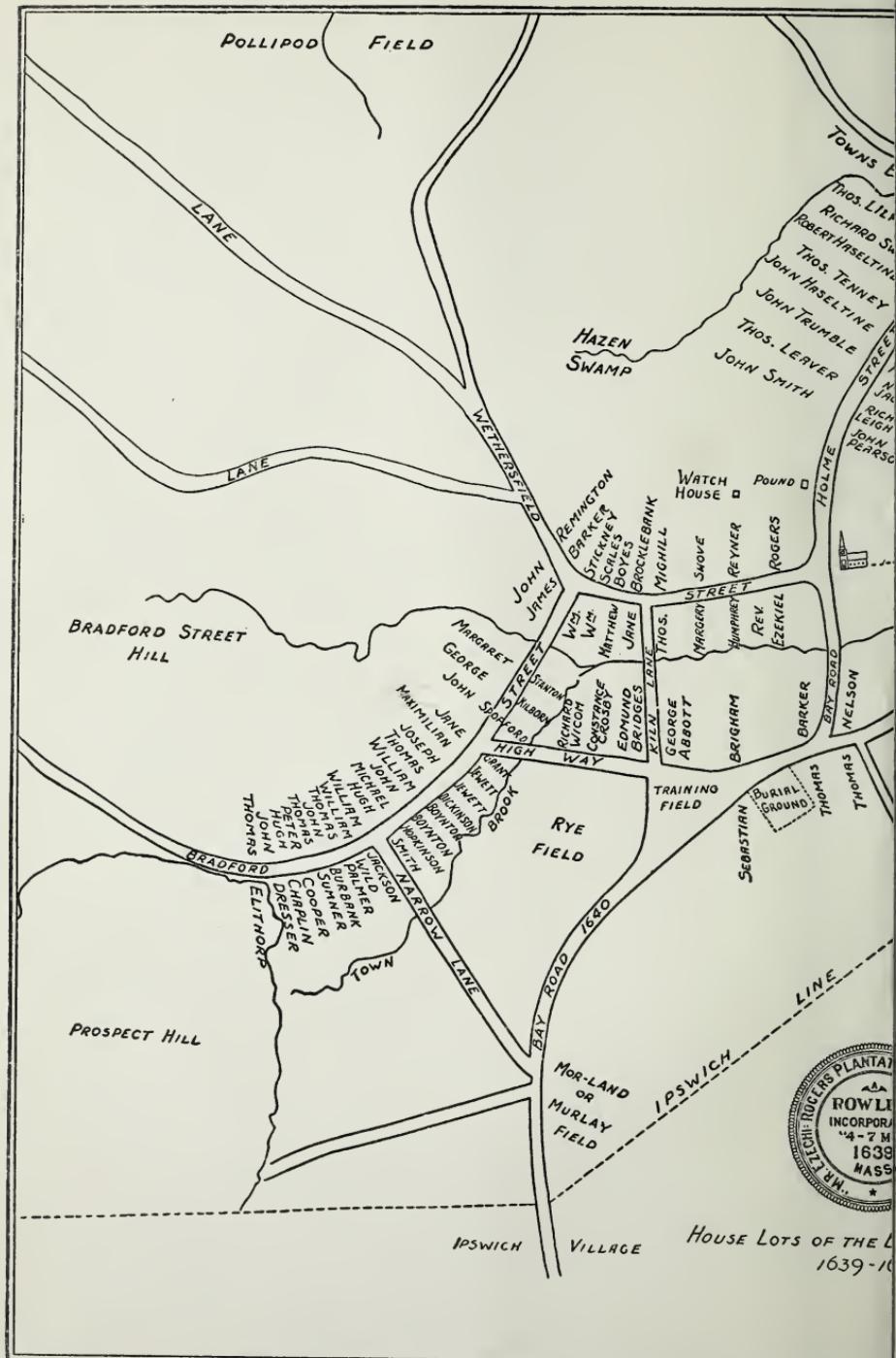
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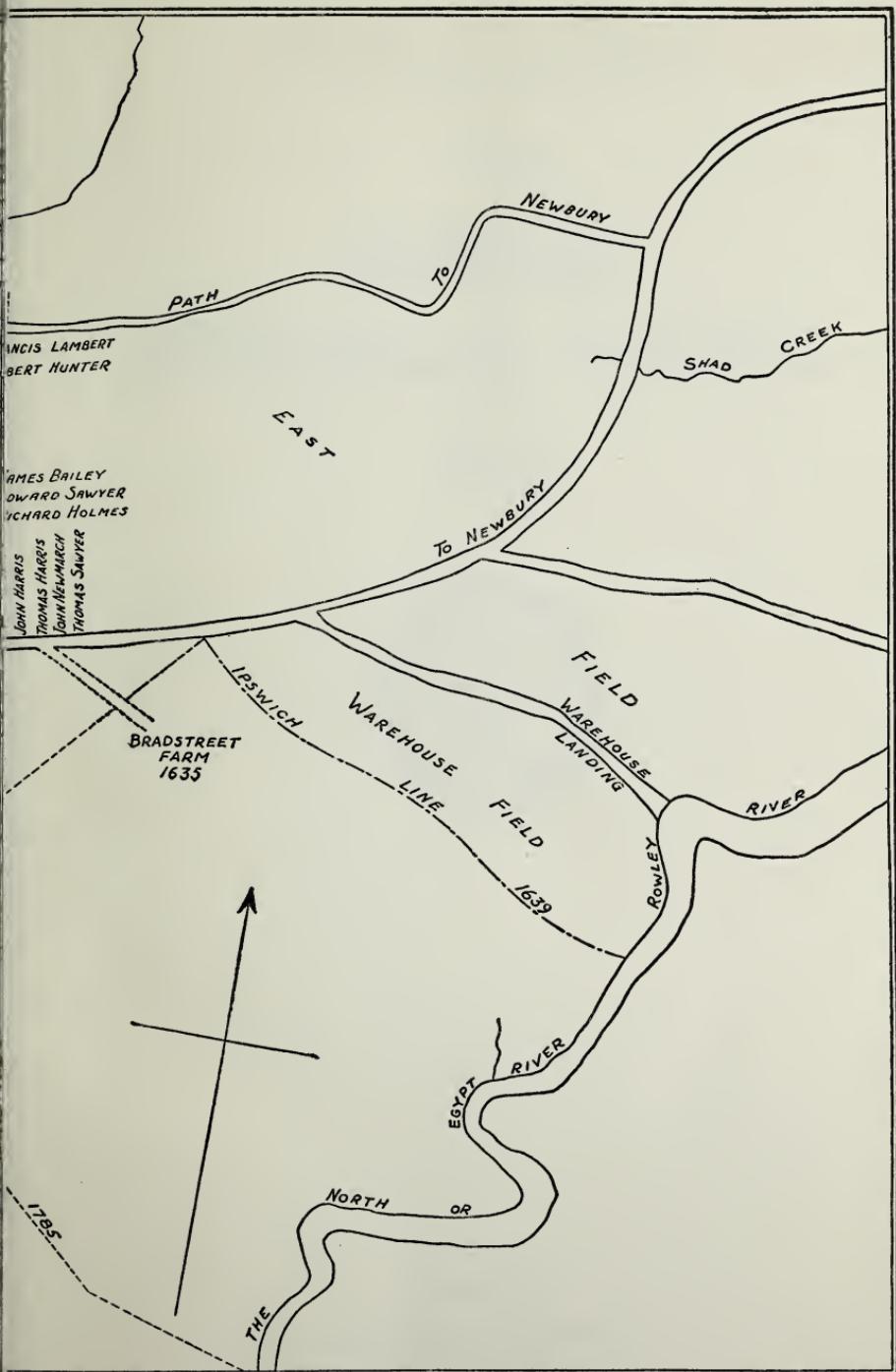
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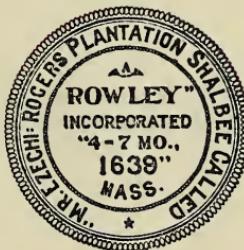




PUBLICATIONS
OF THE
ROWLEY
HISTORICAL SOCIETY

No. 3

1948



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TO THE MEMORY
OF
EMILY MABEL ADAMS JEWETT
LIFE MEMBER AND SOMETIME TREASURER
OF THE
ROWLEY HISTORICAL SOCIETY

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FOREWORD

The Rowley Historical Society was organized in 1918. It has purchased and restored the Platts-Bradstreet House it now occupies. This house was built by Samuel Platts shortly after he purchased the land on which it stands of Joseph Jewett in 1660. Originally a rectangular four-room house it has undergone two important changes in its structure. The first when the "linter" (leanto) was added, soon after the beginning of the eighteenth century, with another flue connecting with the original chimney, and the second when it passed into the Bradstreet family in 1770, at which time the leanto was raised to two stories bringing the ridgepole back of the chimney. Houses showing so plainly these changes are not common. A history of the house appeared in publication number two of the Society. At the present time our funds are not sufficient to install a new heating system, in order that we may provide for a caretaker and be able to keep the house open.

Some of the articles in this number have appeared in print before. They are here collected with some changes and additions being made. Our thanks are due to Malburne Jewett Peabody for the plan of the Bay Road, to John Vernon Jewett who took the pictures of the marker in the Metcalf Rock Pasture Burial Ground, and also those of the shoemaker's shop. The pictures of the site of the fulling mill, the Pearson-Dumner House and the frontispiece map, which was drawn some years ago by Emily Mabel Adams Jewett, are the same as those in *Early Settlers of Rowley, Massachusetts*.

THE COMMITTEE

THE BAY ROAD FROM IPSWICH LINE TO NEWBURY UPPER GREEN

AMOS E. JEWETT

Among the many problems which confronted the early settlers was the one of roads. The Indian trails through the woods were used to some extent but at best they were of little value to the new comers, therefore among the earliest records we find mention of roadways. These were of course very poor at first, hardly more than cart paths, grass-grown except in the wheel tracks. Much of the travel in the early days, other than by water, was on foot, later by horseback or on two-wheeled carts or tumbrils, often drawn by oxen. The roads were laid out so as to avoid as much as possible high hills and low places, consequently they were not as direct as they later became, in fact the process of straightening New England roads is still being worked out. Within the writer's remembrance the Newburyport Turnpike, now known as Route I, and one of the most traveled thoroughfares in the country, was hardly more than a pasture road, at least in the Rowley section. Not only were roads necessary for travel from one settlement to another but as mills for grinding corn and the sawing of lumber were erected as soon as possible there was need of roads by which these mills could be reached.

Ipswich was settled in 1633 and Newbury in 1635. The first mention of a road between these towns is found in the Ipswich Records of 26th of January, 1634-5. This road was known as "The pathway leading towards the River of Merrimac." On the 3rd of September, 1635, it was ordered "That the High wayes betwixe . . . Ipswich and Newbury shalbe mended by the inhabitants of the towns where they are before the next pticular Court."¹ This Road, which Coffin calls "Nothing but a narrow winding footpath which led from Agawam to Quascacunquen"² was used by two Ipswich men, Humphrey Bradstreet and John Cross, to reach the farms laid out to them in October, 1635. Part of this road in Ipswich was in use for only a short time and in 1638 it was called the "Ould Road to Newbury."³

In 1634 Mr. John Spencer and Mr. Nicholas Easton were granted liberty by the town of Ipswich to erect a mill upon the falls in Ipswich River but they did not build and Mr. Richard Saltonstall obtained a grant and built a mill shortly after that date.

The 8th of July, 1635, "Liberty was graunted Mr. [Richard] Dumer & Mr. [John] Spencer to builde a myll & weire att the falls of Newberry, to enjoy the said Myll & weire with such preuilidges of ground & tymber as is expressed in an agreem^t betwixe them & the towne to enjoy to them & theire heires foreuer."⁴ Currier says "This mill was

1. *Massachusetts Bay Colony Records*, I, 160.

2. *History of Newbury*, p. 14.

3. See *Rowley Massachusetts, Mr. Ezechiel Rogers Plantation, 1639-1850*, for a more detailed account of this road which was the first one through Rowley.

4. *Massachusetts Bay Colony Records*, I, 149.

probably erected in 1636, although evidently not completed until two or three years later.⁵

Dummer and Spencer, being in trouble with the authorities regarding their religious views, sailed for England where Spencer remained, dying there in 1648. Dummer returned and on the 6th of August, 1638, an agreement was made between him and the town "That in case Mr. Dummer of Newbury doe make his mill fit to grynd corne & doe mayntayne the same, as also doe keep a man to attend the grynding of corne, they for their p's will send thither all the corne they shall have ground. . . ."⁶ It was also agreed "That all the rest of the toune (if it lye in their power to p'cure the same) shall also bring their corne from tyme to tyme to be ground at the said mill . . . ?" and no other mill should be erected within the said town.

Rowley was settled in the spring of 1639 and the struggle for existence here began, two of the most pressing problems being food and shelter. As there was no mill for grinding corn in Rowley before 1641 at the earliest, it is unthinkable that the Rowley people should not have availed themselves of the opportunity to have their corn ground at either the Dummer or the Saltonstall mill, which were about equidistant from Rowley. If Dummer's mill was patronized it would be reached by a continuation of Holme (now Central) Street through Glen Street to the Newbury line, through Mr. Richard Dummer's farm to the "Falls" in Newbury. From there it passed over the "Highfields," through the "Indian Field," which Mr. Henry Sewall purchased of the Indians in 1681,⁷ and crossed Cart Creek some distance south of the present bridge over that stream. It continued south of the old Pingree house, so-called, now owned by Mr. Henry H. Ahl, which Mr. John Ewell says was the site of the house occupied by Dr. John Clarke, and joined the present Middle Street a few rods north of Thurlow's Bridge.

Regarding this road on the Newbury side, Mr. Ewell writes:

Almost from the first the settlers began to make their way westward into the forest. The falls of the Parker were very attractive, even the Indian appreciated them. . . . By land they would follow the Indian's simple trail and like him go up streams to where they were fordable. . . . As the mill was erected in 1636 at the falls of the Parker . . . probably the first road into the interior that struck Byfield would be north of the Parker and across Cart Creek to the falls.⁸

Mr. Currier seems to have had this road in mind when he wrote:

The old road from Newbury to Boston still follows, very nearly the narrow path that was once, probably, only an Indian trail through the forest. It is interesting to note the long circuitous route to avoid crossing broad rivers; for bridge building was difficult and expensive in those early days. Where depth of water rendered streams impassable, ferries were established; but shallow brooks and rivers were crossed at convenient fording-places.⁹

5. *History of Newbury*, p. 38.

6. *Newbury Records*.

7. See *Story of Byfield* for copy of deed.

8. *Story of Byfield*, p. 46.

9. *Ould Newbury*, pp. 201-203.

In November, 1639, two months after the incorporation of Rowley, the General Court ordered the laying out of a road from Boston to Newbury. This was the first road laid out in the Massachusetts Bay Colony by order of the Court, and it has been known as "The Bay Road" or "The Road into the Bay," since that date. Each town through which the road was to pass,

Shall choose 2 or 3 men who shall join wth 2 or 3 of the next towne where they may be most convenient & those wch are so deputed shall have power to lay out the highwayes whare they may bee most convenient . . . in common grounds, or where soyle is wet or miree, they shall lay out wayes wider, as 6, 8, or 10 rods or more . . . and they shall pessede in this order; Newbury and Rowley, Rowley & Ipswich, Ipswich & Salem . . . and all townes are enjoyned to have this order pformed before the next General Court, Vpon paine of £3 for euery towne makeing default . . ."¹⁰

Thomas Barker and Thomas Nelson were the Rowley men "deputed"; Samuel Symonds, John Tuttle and Thomas Firman were from Ipswich; William Hawthorne, Lieut. Davenport and Ensign Peale represented Salem. Their report follows:

A certificate of High Wayes ordered to bee recorded the First Day of the 3 Month [May] 1640. We, whose names are hearunder written appointed to lay out the road for the countrey, in behalf of Ipswich (according to order of Court) from Rowley to Ipswich, (wth the consent of those that were likewise ordered for Rowley) have thus marked the said wayes out, that is to say, from Mr. Nelson's dwelling house pale¹¹ by Mussiaes Hill to the newe bridge over the North [Egypt] Ryver, & so to the newe bridge, over Muddy Ryver, and so along by Mr. Saltonstall's house over the falls at Mile Ryver, & by marked trees over Mr. Appleton's meadow, called Parlys Meadows, & from thence by consent of Salem men over the ould planters meadows, & so to the two ponds usually dry in summer, neare which ponds the way doth branch, one whereof is easterly of the said ponds, leading through the old planters feild to Salem ferry according to marked trees, & the other way is westerly of the ponds, leading to a great creek at a landing place westerly of Mr. Scrugs house. The breadth of w^{ch} ways from Rowley to the two ponds above mentioned, (by the consente of us and those of Rowley & Salem,) is eight rod, and from the creeke, are either of them sixe rod.

Samuel Symonds William Hawthorne wth the consent of Lieft
John Tuttle Davenport & Ensign Peale.

Thomas Firman Thomas Nelson wth the consent of Thomas Barker¹²

The reason for laying out the main thoroughfare eight or more rods in width is obvious. Any appreciable amount of travel, especially in the spring of the year, would soon wear deep ruts in the sod ground and the place of travel would of necessity be changed. As the country became more thickly settled and travel increased, road beds were more substantially built and kept in better repair, and there was no longer need of such extreme width. The change was probably a gradual one. Gage, speaking of the enlargement of the Rowley cemetery in 1703, says that in addition to land purchased there were about twenty rods taken from the street. This addition to the front was ten rods long and two wide. Through various changes the road has come to be, in places, less than half the original width.

10. *Massachusetts Bay Colony Records*, I, 200.

11. Fence made of palings or pickets.

12. *Massachusetts Bay Colony Records*, I, 308.

A ferry was established across the Parker River at Old Town as early as 1643 and probably earlier. John Russe was the first ferryman of record. He was succeeded by Samuel Plummer who served as ferryman for fifty-three years until his death in 1702. That year "Corp" Richard Jackman proposed to keep y^e ferry over Olde-Towne River alias y^e River Parker.¹³ Later ferrymen were William Dole, Richard Dole and Benjamin Plummer, and it was not until 1758, when the first bridge over Parker River at Old Town was erected, that the ferry was discontinued. This was a toll-bridge until 1850 when the rights of the corporation that controlled it were surrendered to the Commonwealth. In 1853 it was rebuilt by the county of Essex and made a free bridge. This route, now known as 1A has been confused in many minds with the Bay Road.

Travel by ferry was not the most convenient mode and was seldom used if another could be found. In rough weather especially during the winter season ferries were far from satisfactory. One has but to read the court records relating to the management of the ferry from Newbury to Salisbury, which was kept by George Carr, to understand some of the inconveniences to which passengers were subjected. Carr was presented to the Grand Jury at Ipswich in 1641, for "Not keeping the ferry but suffering people to stand by the water side three hours to the prejudice of their health and for taking 4^d a head for cattell syming over the ferry, he not affording them his help."¹⁴ In December of that year the court ruled that "If any were forced to swim over their cattle for want of a great boate, they shall pay nothing." In 1642 Carr was fined "V^s for defect in keeping the ferry at Salisbury."

It will be seen by the above that from the settlement of Rowley, 1639, there were two roads to Newbury, one by way of the "Falls" and the mill, and the other by way of the ferry at Old Town, a fact that seems to have been somewhat lost sight of in the passing of time.

Although Newbury was mentioned in the order of the General Court, 1639, we have been unable to find any reference whatever to Newbury men having any part in laying out the Bay Road at the beginning and apparently it stopped for the time at "Mr. Nelson's dwelling house pale," which was at the corner of Main and Central Streets, Rowley. However it was soon continued through the latter street to Nelson's and Pearson's mills in Rowley, but it was not until after the bridge over the Parker River was built by Richard Thurlow, in 1654, that the Newbury part of the road was constructed.

Richard Thurlow (Thorla-Thorlay-Thurley-Thurill) came to Rowley at the settlement of the town, 1639. He sold his house lot in 1651 to Capt. John Johnson and moved to Newbury. By deed dated 1 December, 1651 Matthew Chaffey of Boston, shipwright, and Sarah, his wife, conveyed to Richard Thorley, for £155, a farm in Newbury containing 400 acres. This was the farm which Dr. John Clarke conveyed to Chaffey "29:7mo.1649."¹⁵ Thurlow also had a grant from the Colony

13. *Newbury Records*.

14. *Essex County Quarterly Court Records* (printed), I, 39.

15. *Book of Possessions* in Boston, p. 23.

PLAN SHOWING
ROUTE of BAY ROAD from
IPSWICH LINE to
NEWBURY UPPER
GREEN

M = Milestone





in 1653. Sometime between 1651 and 1654 he built a bridge across the Parker River, which, with those that have succeeded it have been known as "Thurlow's Bridge." The 3rd of May, 1654, the General Court voted:

That Richard Thurlow, haveing built a bridge at his owne cost, ouer Newbury Riuier, hath liberty to take 2^d for euery horse, cow, oxe, or any other great catle, as also one half peny a peece for euery hogg, sheep, or goat that shall pass ouer sd bridge, as long as he shall well and suffi-
ciently repayre & mayntayne the same, pvided that passengers shall be free.¹⁶

Mr. Ewell, writing of Richard Thurlow and his bridge, says:

In 1654, he spanned the Parker with the bridge which has given its name to all subsequent ones on that spot. From that time until Oldtown Bridge was built in 1758, that is, for a round century and more, the great highway from Boston to the east ran through Byfield and across Thorlai's bridge as we call it, and so even from its infancy our parish of Byfield felt the pulse-beat of the outer world.¹⁷

Apparently this bridge was in use as soon as constructed. In March, 1660, it was ordered upon request of the people of Rowley and others, that a highway be laid out from Rowley to Newbury by the bridge at "Richard Thurell's Farm w'h hath beene used not only by the farmers of Newbury liueing thereabouts who complayne of the defect thereof but by many others espeshally when ferries are unpassable."¹⁸

The Court "conceived the highway to be very commodious for travelers, especially for drovers of cattle," and the towns were ordered to lay out the road at the least expense to town or county. This was the road from Rowley Mill to Thurlow's Bridge.

The same year, 1660, the "Farmers of Newbury" petitioned for "A nearer and more convenient way than by Rowley Mill and Richard Thorlays." The General Court appointed Joseph Jewett and John Pearson of Rowley, Moses Pengry and John Whipple of Ipswich to meet with the Newbury men and report on the proposed way. The committee reported that they judged "that the way near Richard Thurill's Bridge would be more convenient for the country." The Court accepted their report and ordered "A road from Rowley to Newbury by Richard Thurrel's bridge." The following September a return was made of this road which was laid out from the "North end of Rowley to Rowley Mill and so on to Richard Thurell's bridge as the trees are marked, and so on through the farms of Edmond Moore and Robert Adams, . . ."¹⁹ This was a continuation of the road from Rowley Mills, later known as Glen Mills, through the now partly unused lane, to Governor Dummer Academy. The building of the Newburyport Turnpike, early in the nineteenth century, deflected much of the travel from the section between the Mills and the Academy, but the old road was in use as late as the middle of the century. It is shown on the Philander Anderson

16. *Massachusetts Bay Colony Records*, III, 345.

17. *Story of Byfield*, p. 276.

18. *Essex County Quarterly Court Records* (printed), II, 198.

19. *Essex County Quarterly Court Records* (printed), II, 247.

map of Rowley, 1830, and on his map of Newbury, 1832, also on the county map of 1856.²⁰

10th November, 1663, "The country way according to order of the court was laid out from Mill bridge in Newbury to Rowley bounds." Mill Bridge was what is now known as "Four Rock Bridge," there being a mill near it on Little River at that time. The inhabitants of Newbury remonstrated against the building of this road in a petition to the General Court the preceding June. They called attention of the Court to the great expense the building would entail especially the making of a "way over a great marsh of about a hundred rod, . . ."²¹ This was the piece of marsh south of Thurlow's Bridge. They also petitioned the General Court "That so great a burthen may not be imposed upon us but that the country may be satisfied with the old antient country roade, which we have from the beginninge of our towne maintained." It may be noticed that the course of the road across the marsh, at the west of the "slip," has been changed a little at one point on account of the encroachment of Parker River. A section of this road is still known as Boston Street.

The 18th of May, 1664, Samuel Plummer, the ferryman at Old Town, petitioned for the right to charge more for his services, giving as his reason that "By a country highway & bridge set forth and erected vp the riuer by y^e County Court of Ipswich for y^e benefit of y^e country his inheritance & trade is much weakened & endangered . . ."²² The Court allowed him to take "One penny more than formerly for the passage of each person & each beast." The upriver bridge was of course Thurlow's.

Early in the eighteenth century milestones marking the route of the Bay Road were erected from Wenham Lake to Newbury Upper Green and probably from Wenham to Boston. Few changes from the original layout have been made, at least from Wenham to Newbury. The distance from Boston is marked on nearly all the stones. It is hardly necessary to add that the letter B. stands for Boston, S. for Salem, I. for Ipswich, N. for Newbury and P. for Portsmouth. There are ten of these stones that have been located between the above points, although one of those in Wenham marks a half mile.²³ As we are interested in this article with those in Rowley and Newbury, mention of them only is here made as well as the former location of some of those that have been moved or have disappeared.

The route of the Bay Road from Ipswich line to Newbury Upper Green is as follows: Main Street Rowley to Central Street, across the Turnpike, passing in front of the site of Glen Mills, over "Rowley Mill

20. The accompanying map is drawn from the Essex County map of 1856. A better understanding of the route of the Bay Road will be obtained if the map is consulted. Some additions have been made to the original map.

21. See *Rowley, Massachusetts, "Mr Ezechi: Rogers Plantation,"* 1639-1850, for a more complete account of the remonstrance of the Newbury People against building this road and also the way they proposed.

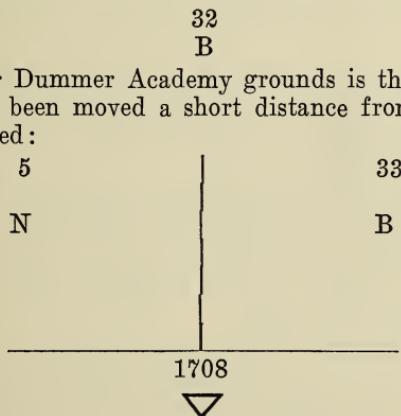
22. *Massachusetts Bay Colony Records, IV, part I, 103.*

23. See *Rowley, Massachusetts, "Mr Ezechi: Rogers Plantation,"* 1639-1850 for location and description of them.

Hill," through the lane, passing between the old Degen house, and Ingham House, Governor Dummer Academy's new dormitory. From there it followed the present Middle Street in Newbury, crossing Thurlow's Bridge, then to Boston Street, over Four Rock Bridge to Green Street and across Hanover Street to the Upper Green in Newbury.

26th May, 1720, the Town of Rowley voted, "That the house y^t is to be built for y^e use of the Town shall be set up near the mile stone standing near Hobson's Swamp so called." Hobson's Swamp is on the easterly side of the highway a short distance south of Rowley Common. Chaplin's map of Rowley, 1794, marks the location of this stone which was standing at that date, but disappeared many years ago. It is probably in existence at the present time but no one knows where. It may have been used as the last one in Ipswich was which is in a cellar wall in Ipswich Village.

Nearly opposite Bennett Hill Road was another milestone which has also disappeared. The only one standing in Rowley is in front of the last house before the Turnpike is reached. It has been moved about an eighth of a mile west from its original site. Only part of it remains, marked:



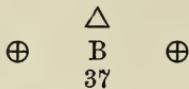
Beyond Thurlow's Bridge, near the junction of the Highfield Road (Orchard Street) there was at one time a milestone. Currier, writing in 1896, says: "The stone that marked the thirty-fourth mile from Boston is missing. Tradition says it was taken from its proper place fifty years ago, and used in the construction of a culvert on the road to Byfield Factory." The road crossed the Robert Adams Farm and at the John Hull Farm turned right to Boston Street. Near the corner of Middle and Boston Streets is another stone marked:

⊕ 35 ⊕
B

The one near Four Rock Bridge is inscribed:

⊕ 36 ⊕
B
△

At the corner of the Lower Road (Green Street) and Floyd's Lane (Hanover Street) is the last one, marked on its face:



and on the ends:



The milestones are for the most part rough field stones and the lettering is crudely done. A few are of better workmanship and show more skill with some attempts at ornamentation. Whoever cut those in Newbury seems to have had an artistic turn of mind. Mr. Currier shows pictures of those that are standing in Newbury.²⁴

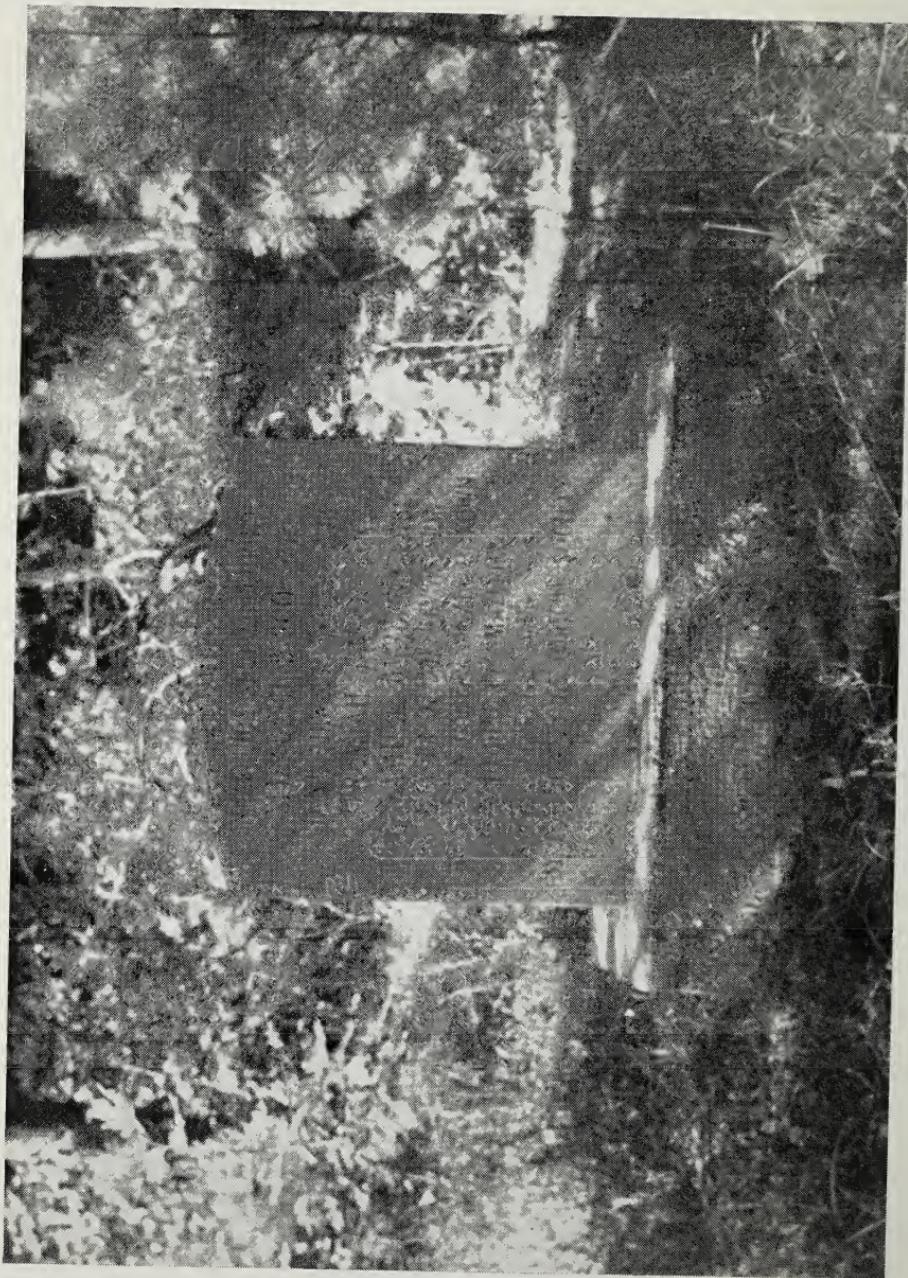
Early in the present century Mr. William D. Sohier, then chairman of the Massachusetts Highway Commission, sent to each town, through which the Bay Road passed, six metal signs bearing the inscription: "BAY ROAD 1640." These signs were to be placed at suitable places to mark the route of the original road. They have nearly all disappeared, but one is standing near the pumping station in Ipswich Village.

Three of the signs which were sent to Rowley and all those sent to Newbury were placed on the wrong road. From Central Street, Rowley to the Newbury line they were placed on route 1A, and so continued to Hanover Street, Newbury.

Although much of the Bay Road in Newbury is now traveled very little and a part of it has entirely fallen into disuse, it is still the road marked with milestones and called the Bay Road long before the bridge over the River Parker at Old Town was built. There are those who are obsessed with the idea that route 1A is the Bay Road but a little study may convince them of their error.

As the way known from 1640 as the Bay Road was in the early days the source of considerable controversy directly affecting Rowley and Newbury, and later the subject of much misunderstanding, the matter has been treated at some length.

24. *Ould Newbury*, pp. 209-210.



THE METCALF ROCK PASTURE BURIAL GROUND

WILLIAM STICKNEY EWELL

There is a little burial ground far in the woods of Metcalf Rock Pasture, so known from long ago when it was Joseph Metcalf's pasture, granted to him by the town of Ipswich before Rowley was settled. It lies somewhat to the west of Prospect Hill, and soon after the settlement it became a part of Rowley, the stone-wall between it and Bull Brook Pasture lying along her boundary with Ipswich. Near this wall, in the eighteenth century, Rowley built a "Pest-House" for the isolation of smallpox patients, with provision for medical care by Dr. William Hale, and some nursing by a resident attendant.

Eleven patients died there and, at some distance from the pest house, they were buried in the pasture in haste, in unmarkd graves, and left to oblivion, little in keeping with their character and their community standing, if we may judge all by the four whose names we know.

The pest house eventually was abandoned, and it fell to pieces and decayed so that today there is no trace of it except the stones of the cellar walls and bricks from the fireplace and chimney.

In time the pasture became a wilderness of woods, with dense undergrowth completely concealing the ancient graves, and only a few of our older members knew their exact location. These men, under the leadership of Amos E. Jewett, brought the neglect of the little burial ground to the attention of the Rowley Historical Society, and a committee was elected by the Society to interview the owner of the property for permission to make restoration of the cemetery, and to place in it a suitable, permanent marker. The members of the committee were: Amos E. Jewett, Harlan C. Foster and John A. Marshall. After the death of Mr. Foster in 1944, William Stickney Ewell was elected to the committee.

Mr. Wilbert A. Bishop of Lynn, but formerly of Rowley, the owner of Metcalf Rock Pasture, gave permission to the Society to make the clearing and to erect a marker. In the fall of 1945 the clearing was made, and a stone with inscription ordered. A lane leads into the pasture from Haverhill street, but moving the stone from the end of that through a veritable jungle, over rough sloping ground and a pond to ford, to the cemetery was a problem for strong horses and a good driver, but it was done, and the Committee followed through. It was December 10, 1945, a cold day, when, on a firm concrete foundation, the marker was placed in the center of the burial ground; a simple granite gravestone with the following inscription engraved on its face:

THE METCALF ROCK PASTURE BURIAL GROUND

NEAR THIS SPOT LIE BURIED

ELIZABETH BISCO	1775
JANE (JEWETT) TODD	1778
JEREMIAH HAZEN	1779
LT. SAMUEL BURBANK	1781

A SOLDIER OF THE REVOLUTION
AND SEVEN OTHERS NAMES UNKNOWN
WHO DIED OF SMALLPOX

ERECTED 1945
BY THE ROWLEY HISTORICAL SOCIETY

Happily the history of the Metcalf Rock Pasture Burial Ground, with an account of the smallpox scourge of the time, has been finely preserved in "Rowley, Massachusetts, 'Mr. Ezechiel Rogers Plantation,' 1639-1850," by Mr. and Mrs. Amos E. Jewett. The Essex Antiquarian for July, 1905, gives at length the story of Elizabeth Bisco, who died in the pest house and was buried with the others. Without repeating too much of what has already been printed, a brief mention of the four whose names we know may attest the small atonement we have made for the long neglect of their graves.

Three were Rowley people, respected in their own right, and of old and honored families. One was an outsider, but a gracious woman even in her pest-house segregation. In the order of their deaths, the Rowley people were:

Hannah¹ (Jewett) Todd, born in Rowley September 19, 1749; died June 8, 1778; a descendant through her father of one of the original settlers, and through her mother of other original settlers. Her husband, Nelson Todd, an early-settler descendant, was a member of the Committee of Safety appointed by Rowley in the Revolution, and himself a Revolutionary soldier.

Jeremiah Hazen, born February 29, 1715-16, died in the pest house January 3, 1779; an early-settler descendant through his father, a great-grandson of Philip Nelson, Harvard's only graduate in 1654. Philip was the son of Mr. Thomas Nelson, an original settler of Rowley.

Lieutenant Samuel Burbank, of whom Gage says: "on his return from the army, died of small-pox in the pest house." He was a Revolutionary soldier.

The outsider was Miss Elizabeth Bisco. In the record her title is "Mrs.," which at the time was frequently applied to maidens of high social position as well as to married women, and Elizabeth seems to have been well qualified for the courtesy. Her own story is brief, but there is a temptation to some digression here as her case was peculiar in its relation to the circumstances of life at the beginning of the Revolution.

Elizabeth Bisco was a distant relative of Judge Edmund Trowbridge of the Massachusetts Supreme Court, who had come to Byfield with his library, "the best in America," and with his Negro man Sam, ostensibly

1. Owing to an error the name on the marker is Jane.

to escape smallpox then prevalent in Cambridge, his home town. Actually he was a political refugee, who had fled, on the friendly advice of Doctor, later General, Joseph Warren, from the danger he was in at Cambridge on account of his Tory inclinations. Trowbridge had presided at the trial in Boston of Captain Preston and the British soldiers for firing on the people in the King (State) Street riot in 1770. "He was the adopted child and heir of Colonel Edmund Goffe, and took the name of Goffe in early youth, but afterward, toward the time of the Revolution, he resumed his original name of Trowbridge. It has been suggested in explanation of this, that Col. Goffe was a connection of the regicide judge, and that the Tory proclivities of Trowbridge made him unwilling in such times of revolt to bear the disloyal name." (Memorial History of Boston, Vol. IV, page 580.)

Elizabeth Bisco accompanied Judge Trowbridge to Byfield, where they boarded in the parsonage with the family of the Rev. Moses Parsons and there, a little later, the minister's son, Theophilus, studied under the Judge, laying with the help of his extraordinary library "the foundations of his profound and exact legal knowledge." ("Short Studies of Great Lawyers," Albany Law Journal, 1878.)

On May 6, 1775, four days after her arrival with Judge Trowbridge, Elizabeth came down with smallpox and was removed to the pest house in Rowley. Daily during her illness the Judge went from the Byfield parsonage to within calling distance of the pest house to enquire as to her condition. She died there May 21, but in the last days of her life she sent him a message that she feared she would not recover, and that she wished him to have all her property. An odd scene followed, the Judge outside standing at a distance trying through the attendants to reassure Miss Bisco, and then instructing them in the making of a nuncupative will. She willed all to "Mr. Goffe," save for a few bequests to other friends and to those who had cared for her in the pest house.

The location of ten of the graves is indicated only by depressions in the ground, but there is one which was outlined by stones laid around it, and it has been surmised that this may be Elizabeth Bisco's; that the Judge affectionately marked it in this crude way.

DEACON JOHN PEARSON AND HIS FULLING MILL AT ROWLEY

AMOS E. JEWETT

In 1930 the Massachusetts Bay Colony Tercentenary Commission erected a marker having on it the following inscription:

“TEN RODS WEST IS THE SITE
OF THE FIRST FULLING MILL IN
THE ENGLISH COLONIES, BUILT ABOUT
THE YEAR 1643 BY JOHN PEARSON”

John Pearson came to Rowley as early as 1643 and perhaps earlier. The birth of his first child is recorded here “26:3 mo. [May] 1643.” Like nearly all the first settlers of the town he came from Yorkshire. With him came his wife, Dorcas, whose maiden name is unknown. His house lot was on the easterly side of Holme (now Central) Street, south of Richard Leighton’s lot and about one hundred rods north of the first meeting house. Here his children were born¹ and here he lived until 1667 when he moved to “The Mills” the chief seat of his business and property. Where the old county road (Bay Road) leading from Rowley to Newbury crosses Mill River and where the fresh water mingles with the salt is the site of the first mills in Rowley. Here soon after the settlement of the town, probably as early as 1642, Mr. Thomas Nelson erected a gristmill and a sawmill, and here, by 1643, John Pearson had built a fulling or clothiers mill, the first in New England. There are many references to this mill in the early records.

Edward Johnson, a contemporary of the Rowley settlers, says: “These people being very industrious every way, soon built many houses, to the number of three-score families, and were the first that set upon the making of Cloth in this Western World; for which end they built a fulling mill, and caused their little ones to be very diligent in spinning cotton-wool, many of them having been clothiers in England.”²

Governor John Winthrop, under date of “12th of Fourth month [June] 1643” says: “Our supplies from England failing much men began to look about them, and fell to a manufacture of cotton; whereof we had great store from Barbadoes, and of hemp and flax, wherein Rowley, to their great commendation, exceeded all other towns.”³

“The development of textiles was largely domestic in the 17th century. A small woolen and fulling mill was established in Rowley in 1643.”⁴

“Massachusetts forbid the export of wool after the West-riding men established the textile industry in Rowley.”⁵

1. *Rowley Records.*
2. *Wonder Working Providence of Sions Saviour in New England*, London, 1654.
3. *History of New England.*
4. Albert Bushnell Hart, *The Commonwealth History of Massachusetts*, I, 265.
5. Samuel Eliot Morison, *Builders of the Bay Colony*, p. 164.



GLEN MILLS, BAY ROAD
Site of First Fulling Mill in the English Colonies



PEARSON-DUMMER HOUSE
Built about 1714 by Capt. John Pearson

John Josselyn, who first arrived in Boston, in 1638, after making a number of trips to New England, writes: "six miles from Ipswich North-East is Rowley, most of the Inhabitants have been Clothiers."⁶

Edward Jewett, ancestor of those of the name who came at the settlement of Rowley, 1639, says in his will, dated 2nd February, 1614, which is on file at York, England, "I Edward Jewett of Bradford within the dicos of York, Clothier"

In 1654 John Pearson purchased one half of the gristmill which had been built by Nelson, and in 1667 he leased the remaining half and the sawmill, eventually owning and operating all the mills, but before he obtained a clear title to the property he became involved in considerable litigation.⁷

In the Court at Ipswich, 29th March, 1692, Richard Holmes, aged about 88 years, testified:

That about 50 years ago Mr Thomas Nelson Father to Capt. Phillip Nelson of Rowley Deceased built y^e Grist mill that now John Pearson Im- proveth & had a Saw Mill neer y^e South end of y^e above said Grist Mill which stood upon y^e Same Spott of land y^t y^e ffulling mill Stands on (At y^e Southerly End of said Grist Mill) which is now in y^e hands of John Pearson senr, & I never knew that said Nellson, nor his heires had any Molestatio about said place to this Day. & further said Richard Testifieth that I wrought at the above Mills, at Mr Nelsons Charge, to build said Mills & Dams & make y^e stones for said mill & y^t y^e above said Saw Mill was driven with y^e head of water that drives y^e Grist mill.⁸

Ezekiel Northend, aged 64 years, testified at the same hearing "that y^e affirmation given by Richard Holmes as written, is Truth to his knowledge, & of late years said John Pearson, hath had Two ffulling Stocks."

It will be seen by the foregoing that in 1692 all the mills were owned and operated by John Pearson. They passed from father to son in undisturbed possession to John Pearson, fifth in descent from Deacon John. The fulling mill was in operation as late as 1809, the sawmill until the middle of the 19th century, and the gristmill, which passed by sale from the Pearsons to the Dummers in 1817 and in later years was known as "Glen Mills," until 1916, when it was destroyed by fire.

The quantity of cloth the Rowley people made can never be accurately known, but as Deacon Pearson's mill for fulling cloth was the only one in Eastern Massachusetts for nearly fifty years, an account of some of the work done there is of interest. Two ledgers for the years between 1672 and 1688 have been preserved and show the number of yards of cloth fulled by him, except such as was paid for on delivery. The quantity charged between the above dates was 64,087 yards, and probably that paid for at the time of delivery was half as much more, making a total of about 100,000 yards. Of the 104 families named by Gage as forming the entire population of Rowley in 1680, 103 had accounts with Deacon Pearson for cloth dressing. Although his best patrons, these were not the only ones. His ledgers contain accounts with 618 individuals from almost every town in Essex County and vicinity.

6. *New England's Rarities*, 1674.

7. See *Rowley, Massachusetts, 1639-1850*, pp. 169-170, for full account of the lawsuit.

8. *Essex County Deeds, Old Ipswich Series*, V: 502.

Among the largest patrons of the mill from Rowley were the following with the number of yards charged:

Leonard Harriman	2117	yards between	1673	and	1686
John Todd	2247	"	"	1673	"
James Dickinson	569	"	"	1673	"
Dea. Maximilian Jewett	937	"	"	1673	"
Dea. Ezekiel Jewett	490	"	"	1673	"

Even the families of the ministers and doctor of the parish clothed themselves by their own handiwork. Thus Mrs. Rogers, widow of the first minister, had had dressed 35 yards between 1673 and 1676.

Rev. Samuel Phillips	779	yards between	1673	and	1687
Rev. Edward Payson	55	"	"	1685	"
Rev. Jeremiah Shepard	72	"	"	1674	"
Dr. David Bennet	85	"	"	1673	"

John Pearson was by trade a carpenter and in all recorded deeds, with one exception, he is so designated, never clothier or cloth-dresser. After the purchase and occupation of the Nelson saw and grist mills he was once styled "miller." Coming as he did from the same section of England as many of the Rowley settlers, some of whom had been engaged in the manufacture of cloth in the old country, he conceived the idea of setting up a cloth mill here.

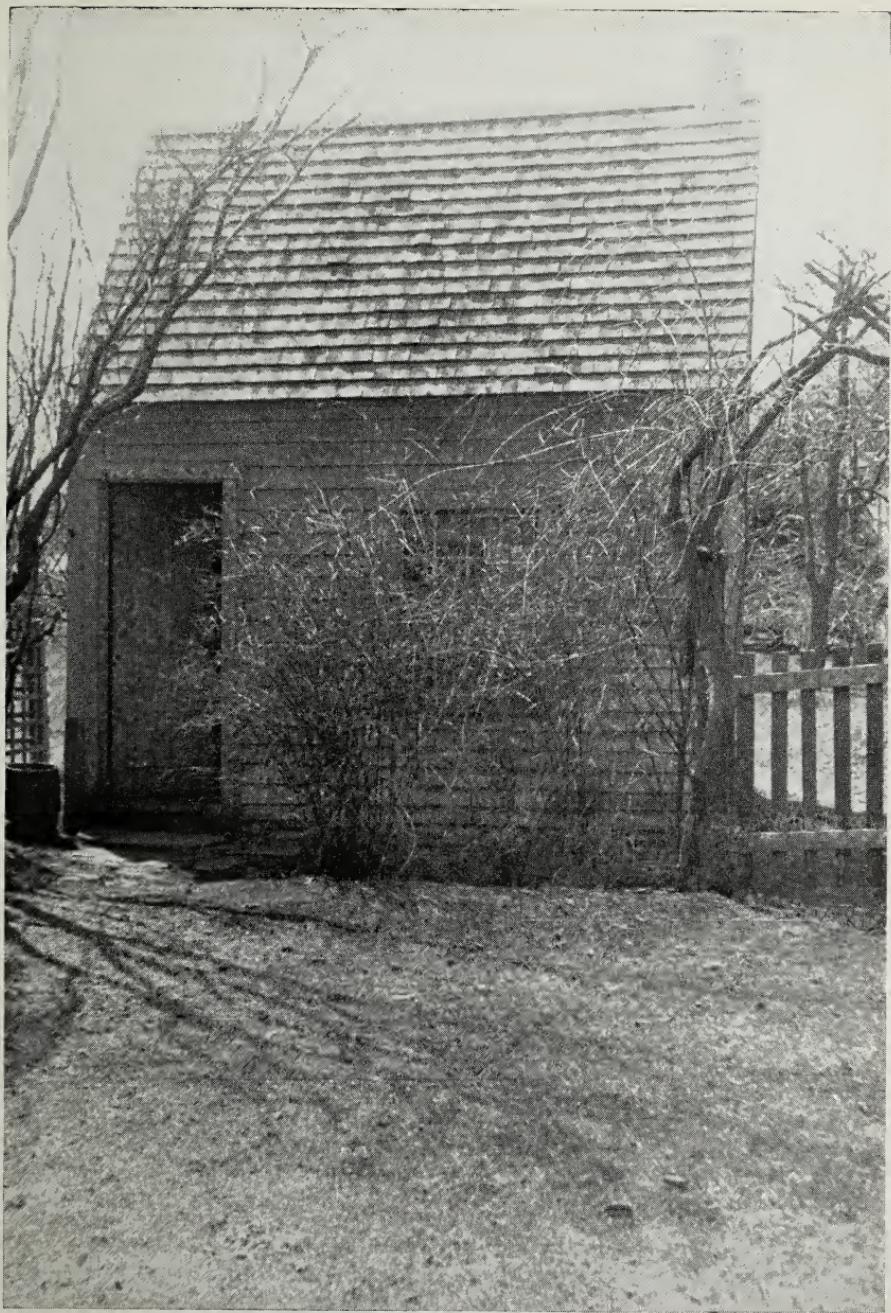
In possession of the writer are three documents pertaining to the mill property which Pearson purchased of the Nelsons. One was written and signed by Edward Rawson, Secretary of the Commonwealth, 16th October, 1660; "Referring to the sale of a mill & certain lands sometime Posessed by M^r Nelson of Rowley deceased & now sold by the sayd Richard Dummer executor of the will of Mr. Thomas Nelson to y^e sayd pearson for the use of sayd m^r Nelsons children. . . ." Another document by Rawson, dated 1673, mentions the sale of the mill by Philip Nelson (son of Mr. Thomas Nelson) to John Pearson, and a third document, dated 1678, is signed by John Pearson, Sr.

From the many and responsible civil offices with which his townsmen honored John Pearson we infer that he was highly esteemed as a prudent man in the management of affairs. He was often moderator of town meetings, selectman and assessor, and for nine sessions of the Great and General Court at Boston he attended as deputy from Rowley. In the year 1687 he, with others, in resisting the tyranny of Governor Andros, was cited to appear before the Court at Salem, where he was fined, but upon his petition to the Court the fine was remitted.⁹

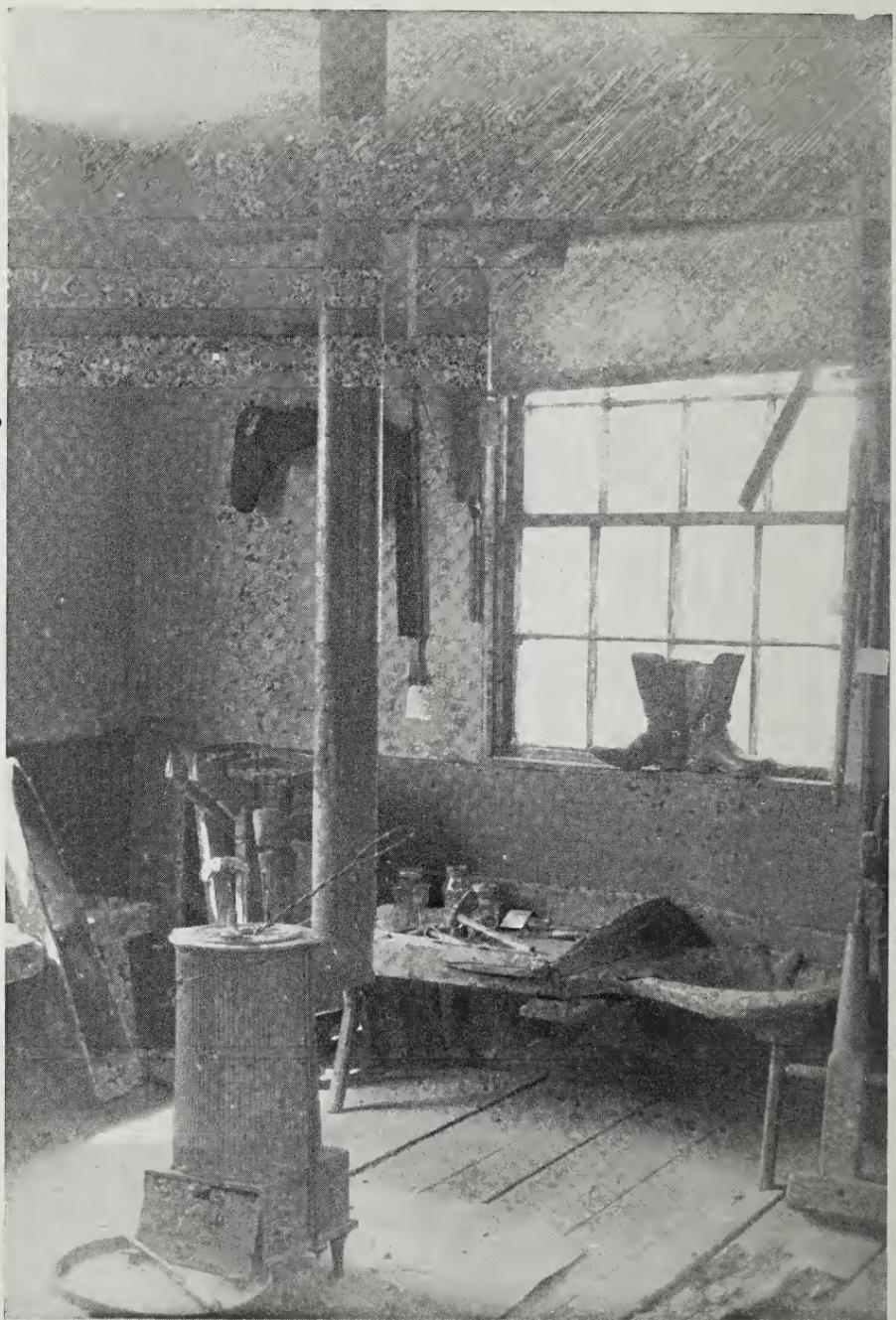
He died at "The Mills" 22nd December, 1693. His widow died 12th January, 1702-3. Their descendants are numerous and many of them, not only here and in neighboring towns, but wherever they have migrated have followed the business of miller to this day.

With the widening of the Newburyport Turnpike (Route 1) the probability is that the entire topography about the "Mills" may be changed; very likely the mill site, dam, canal, and perhaps the Pearson-Dummer house itself will be obliterated and their location known only by the records.

9. Gage, *History of Rowley*, p. 162.



THE SHOEMAKER'S SHOP



INSIDE VIEW OF SHOP

A NEW ENGLAND SHOEMAKER'S SHOP

AMOS E. JEWETT

The inhabitants of Rowley have almost from the beginning of the town been interested in the manufacture of leather and leather goods. Shortly after the settlement the tanning of leather was carried on to a considerable extent. Gage says that at one time there were sixteen tanneries in the town, including those in Georgetown, then part of Rowley. Before the last quarter of the nineteenth century they had all, with one exception, disappeared, and that one having been used for other purposes but known as the "Old Tanhouse" was burned in 1906. Many of the tanneries were small private affairs but together with the shops occupied by the curriers, who finished the leather, they gave employment to many of the town folk.

Before the passing of the tanneries the manufacture of boots and shoes had become an industry which in turn employed a large proportion of the adult population. John Dresser was the first shoemaker of record in the town but very shortly others took up the trade which was one of the most essential in any town as all must have footwear. Shoemakers were formerly known as cordwainers or cordwinders and often so appear in old wills or deeds. James Barker, who died in 1764, and his son James who died in 1802 are both mentioned as "cordwainer" in their wills. The name was given because before 1800 the shoes were sewed instead of being pegged or nailed.

The shoemaker, like the weaver and tailor, went from house to house plying his trade and staying until he had made the shoes for the entire family. The writer's grandmother, who was born in 1807, said that when she was a girl the shoemaker came once a year and made a pair of shoes for each member of the family. They must last until he came again the following year. This necessitated that the children at least go barefoot during the warm weather and take good care of the shoes the rest of the year. She and her sisters walked to meeting on Sunday, a distance of two miles, but they carried their shoes in their hands until nearly to the meeting-house, when they put them on, removing them at the same place on their return.

About the beginning of the nineteenth century wooden pegs came into use and soon took the place of the sewing of the shoe except in turned work. They were made of birch or maple wood sawed from a block into the requisite thickness and laboriously split and pointed by hand. Before the middle of the century Paul Pillsbury of Byfield invented a machine for making pegs which greatly simplified the production. Because of this invention he received the sobriquet of "Peg" Pillsbury.

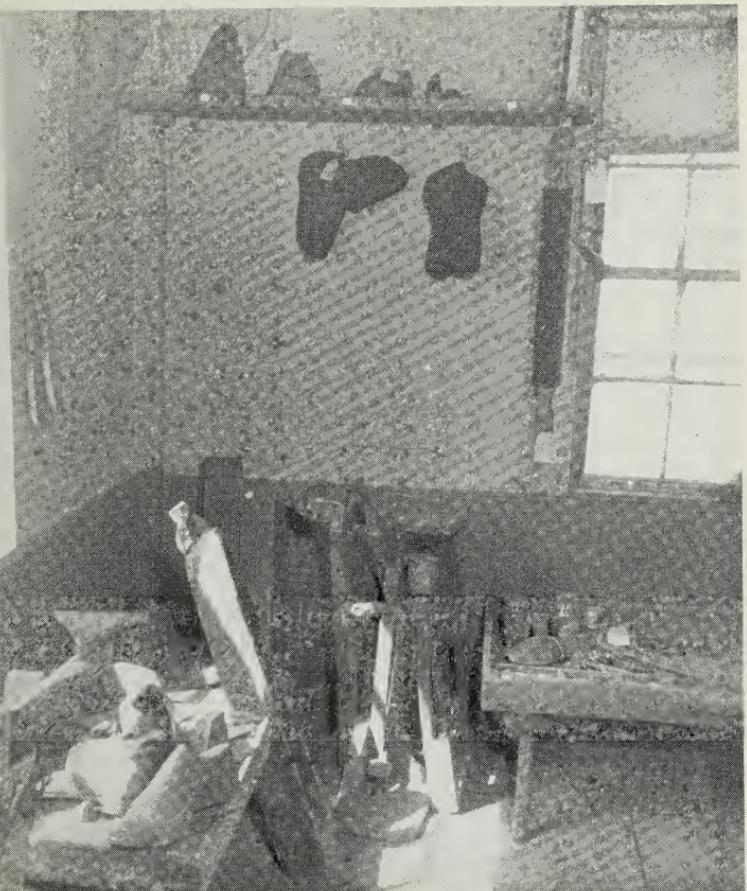
In many of the larger towns in this section there were shops where the stock which went into the making of the boots and shoes was gotten out. To these the shoemaker went once a week and took home the quarters, vamps, soles and heels, or sole leather to cut them from, tongues, rands, and welts. When assembled into shoes he returned the finished product and took out another lot of parts. The shoemaker was paid by the set. Sixty pairs of shoes or twelve pairs of boots constituted a set. A set of shoes consisted of five pairs of size six, ten pairs of size

seven, fifteen pairs of size eight, fifteen pairs of size nine, ten pairs of size ten and five pairs of size eleven. If it was necessary to make a pair of size twelve an addition of leather was made to an eleven size last. The boots were made in the same proportion. The boys' shoes began at size one and ended at size five.

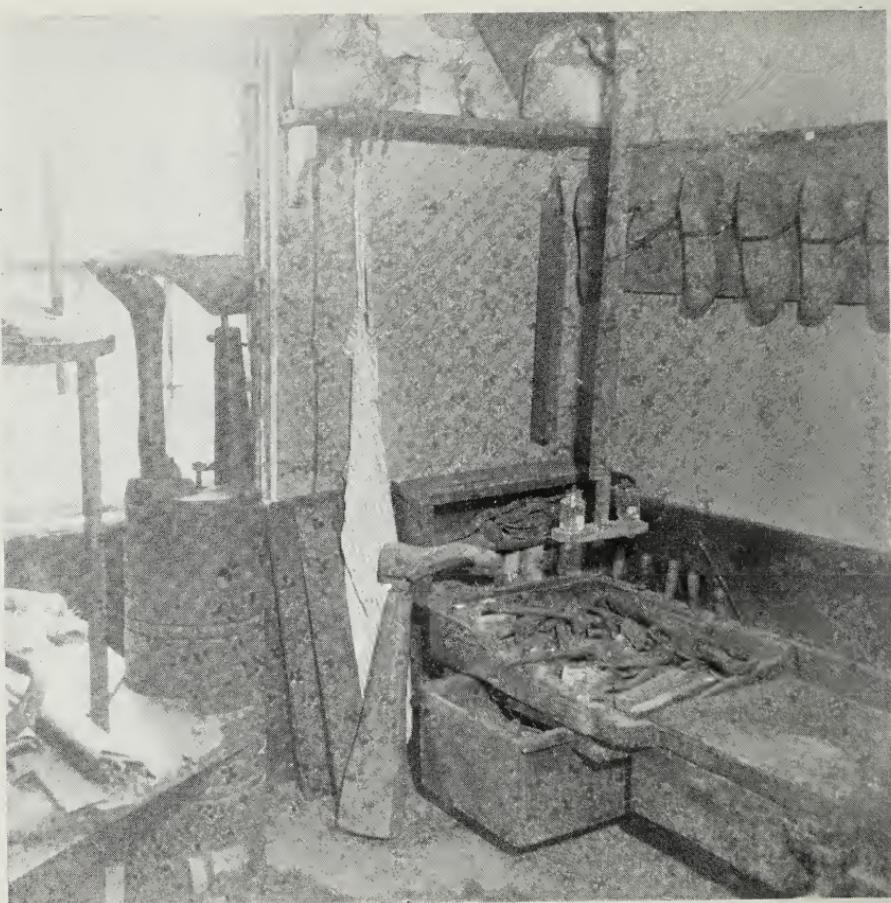
The women of the family did the "closing" or stitching of the uppers together, to get the shoe ready for the bottom stock as the soles and heels were called. This work was usually done in the home although sometimes the wife worked in the shop with her husband. Grandmother, who was married in 1829, went into the shop the next morning after her marriage and closed the shoes her husband made. In the stitching a very crude wooden clamp was used to hold the leather. It resembled two barrel staves attached to a block of wood but later an iron clamp which was much more convenient came into use. A knife, awls of various sizes, some straight and some crooked, a ball of shoe-thread, a lump of beeswax and a bunch of hog bristles completed the closing equipment. The thread was made of six, eight or ten strands of shoe-thread well waxed and fitted with a bristle at each end. It is surprising what fine work was done with such crude implements.

After the shoe or boot was closed it was turned over to the shoemaker who attached the soles, counters and heels, and did the finishing. He had to furnish his own tools, some of which he made, and also the pegs. Among the variety of tools he used, in addition to hammer, awl and lasts, were the jack on which the shoe was pegged, the jigger, a small notched wheel for marking where the pegs should be driven into the sole (some jiggers had two wheels), peg cutters with long and short handles for cutting off the pegs that protruded through the inner sole, last pullers both long and short for removing the last from the boot or shoe, buffers, scourers, scrapers, sandpaper attached to a wooden handle, and brushes, all for finishing the bottom of the shoe. Each man had a flat stone called a lapstone taken from the wall or field, on which he pounded out the inequalities in the leather with his heavy hammer. Files and knives of different sizes, including a guard knife used in trimming the soles that the upper might not be damaged. There were pincers for pulling the upper over the last, spokeshaves for trimming the soles, sticks of blackball to blacken the edges, edge setters of various sizes, handmade from wood and occasionally from bone, welt cutters, trimmers, sole patterns of metal or wood, a whetstone used to keep the knives sharp and last of all metal stamps with which the size was stamped on the bottom of the sole.

During the last century shoemaking became quite general in this vicinity and there were at least fifty shoemakers' shops in the town. The shoemaker generally worked in a small shop, the regulation size being ten feet by twelve, three windows, a door and a small loft reached by a ladder from the entry. Sometimes a shop was occupied by one individual but more often a number of workmen could be found working together and it was no uncommon sight to see four or five in one shop, as the benches did not take up much room. This work gave employment not only to those whose trade was shoemaking but to many a farmer who worked in the shop during the winter season and was enabled thereby to add to his often slender income. Boys at the age of ten or



INSIDE VIEW OF SHOP



INSIDE VIEW OF SHOP

twelve were taught to peg the shoes and by the time they arrived at their majority they were able to make the whole shoe.

The workmen often worked in these shops during the winter evenings, by the light of a small hanging lamp, burning whale oil and later kerosene, the shop being heated by a small stove known as a salamander. These shops became meeting places for friendly intercourse and gave opportunity for the discussion of current topics. It has been said that the agitation over the slavery question in these New England shoeshops had much to do with bringing about the Civil War, which resulted in the abolishment of the institution of slavery.

There are but a few of these shops remaining and they are put to other uses. Among those left is a very fine one owned by the Rowley Historical Society. This shop was built about 1830 by a member of the Payson family and stood originally a little east of the Payson house, now owned by Miss Marian G. Todd, a descendant of the family. Mr. Moses Paul Payson was working in this shop a century ago. In 1881 Mr. Payson's heirs sold it to Mr. Thomas W. Hicken who moved it to his homestead near the Ipswich line. Here he used it until his death in 1918 when it became the property of his son, Mr. Albert A. Hicken, who presented it to the Society in 1941. With it came the tools, benches, standing jack and even the apron which the elder Mr. Hicken used. Other benches and tools have been acquired until now there are several complete sets of the latter and four benches. Some of the tools were used by Mr. Payson himself, others are among those used by Mr. Charles W. Hale. Mr. Arthur Millet and his sister Miss Florence Millet, gave, in memory of their father, Mr. John Millet, the bench and tools formerly used by him. Among other donors are Miss Marian G. Todd, Mrs. K. D. Cheney and the writer.

There is also a machine for turning boot tops, invented by Mr. Henry P. Boynton of this town. The boots were closed wrong side out and of course had to be turned. This was a difficult proposition when done by hand but by using this machine it could be done quickly and easily. As Mr. Boynton never got it patented it is quite likely this is the only one in existence. It was given to the Society by Mr. William S. Foster and Mr. Harlan C. Foster, sons of Mr. William C. Foster who with their father were for many years manufacturers of shoes in Rowley. Among the old wooden clamps are some which show the marks of the awls made through years of use by weary hands that long since ceased from their labors.

There are to be seen in this shop some boots and shoes of the earlier days: a pair of men's sewed shoes dating about 1800, a woman's dress shoe of the 1860's, a man's dress boot of the same period, men's and boys' brogans of the 1800's, and a pair of red top copper toed boots such as small boys wore in the 1860's and 70's.

It has become the custom to designate these shops, erroneously, as cobblers' shops and the benches as cobblers' benches. They are not cobblers' shops but shoemakers' shops. The shoemaker made the shoe, the cobbler repaired it.

The Rowley Historical Society is very fortunate in having a shop like this with complete outfit of tools. It is a reminder of the handiwork of the earlier day of which so little is known by the present generation.

HEADS OF FAMILIES WHO SETTLED IN ROWLEY PREVIOUS TO 1700*

Abbott, George	Cousins, Isaac	Jackson, Nicholas
Acy, William	Cressey, Mighill	Jackson, William
Allen, Henry	Crosby, Constance	Jarrat, John
Allen, William	Crosby, Thomas	Jewett, Abraham
Alley, Thomas	Cross, Margaret	Jewett, John
Ashby, Anthony	Davis, Cornelius	Jewett, Joseph
Austin, Anthony	Dickinson, Thomas	Jewett, Maximilian
Ayers, Samuel	Dorman, Ephraim	Johnson, John
Ayers, Thomas	Downes, Elizabeth	Johnson, Robert
Bailey, James	Dresser, John	Kilborn, George
Bailey, Richard	Dummer, Richard	Kimball, Benjamin
Barker, James	Duty, William	Kimball, John
Barker, Thomas	Eastman, John	Kingsbury, Henry
Bellingham, Samuel	Elithorp, Thomas	Lambert, Francis
Bellingham, William	Ellsworth, Jeremiah	Langley, Abel
Bennett, David	Foster, William	Law, William
Bill, John	Frazer, Colin	Leaver, Thomas
Bond, John	Gage, John	Leighton, Richard
Boyes, Matthew	Gage, Thomas	Lilforth, Thomas
Boynton, John	Goodrich, Benjamin	Longhorne, Richard
Boynton, William	Grant, Jane	Look, Jonathan
Brackenbury, Samuel	Greenough, Robert	Lume, Ann
Bradley, Joshua	Hale, Thomas	Lunt, John
Bradstreet, Humphrey	Hammond, Thomas	Lyon, John
Bridges, Edmund	Hardy, Thomas	Lyon, Samuel
Brigham, Sebastian	Harriman, Leonard	Mather, Samuel
Brock, John	Harris, Daniel	Mighill, Thomas
Brocklebank, Jane	Harris, John	Miller, John
Browne, Charles	Harris, Thomas	Miller, Thomas
Burbank, John	Harris, William	Nelson, Thomas
Burpee, Thomas	Haseltine, John	Newmarch, John
Buswell, Samuel	Haseltine, Robert	Northend, Ezekiel
Canady, James	Hazen, Edward	Northend, Jeremiah
Carleton, Edward	Hidden, Andrew	Palmer, John
Center, John	Hill, John	Palmer, Thomas
Chaplin, Hugh	Hobson, William	Parrat, Francis
Chapman, Symon	Holmes, Richard	Payson, Edward
Chute, James	Hopkinson, Mighill	Pearl, John
Clark, Richard	Horsley, Joseph	Pearson, John
Colby, Isaac	Howard, John	Perley, Samuel
Colman, Tobia	Hunter, Robert	Perley, Thomas
Cooper, Peter	Hutchins, William	Phillips, Samuel

* A genealogical record of these families may be found in *Early Settlers of Rowley, Massachusetts* by Blodgette and Jewett, 1933.

Pickard, John	Shepard, John	Thurston, Joseph
Pingree, Aaron	Shepard, Samuel	Tillotson, John
Platts, Jonathan	Shillito, Robert	Todd, John
Platts, Samuel	Shove, Margery	Trumbull, John
Plummer, Benjamin	Silver, John	Wainwright, Simon
Plummer, Jonathan	Silver, Samuel	Walker, Richard
Plummer, Joseph	Simmons, John	Wallingford, Nicholas
Poor, Henry	Smith, Henry	Watson, John
Prime, Mark	Smith, Hugh	Wentworth, Paul
Remington, John	Smith, John	Wentworth, Sylvanus
Reyner, Humphrey	Spofford, John	West, John
Reyner, Jachin	Stanton, Margaret	West, Tyford
Riley, Henry	Starling, William	Wheeler, David
Roberts, Robert	Stevens, William	White, George
Rogers, Ezekiel	Stewart, Duncan	Wicomb, Richard
Russell, Daniel	Stickney, William	Wild, William
Sandys, Henry	Stiles, Robert	Wilford, Gilbert
Sawyer, Edward	Sumner, Thomas	Wood, Josiah
Scales, John	Swan, Richard	Wood, Thomas
Scales, William	Syle, Richard	Woodin, John
Scott, Benjamin	Tenney, Thomas	Woodman, Joshua
Scott, Joseph	Tenney, William	Worcester, Samuel
Searle, Samuel	Thurlow, Richard	Worcester, William
Sewall, Henry	Thurston, Daniel	
Shepard, Jeremiah	Thurston, James	Wormwell, Joseph

MEMBERSHIP

LIFE MEMBERS

Mrs. Francis R. Appleton	Ipswich, Mass.
Wilbert A. Bishop	Lynn "
Miss Martha E. Bradstreet	Beverly "
*Miss Gertrude W. Carleton	Rowley "
*Mrs. Knight Dexter Cheney	New York City, N. Y.
Louis R. Cheney	Hartford, Conn.
Mrs. L. Carteret Fenno	Rowley, Mass.
Miss Pauline S. Fenno	" "
Miss S. Elizabeth Fenno	" "
Dr. Elizabeth Van R. Gillette	Schenectady, N. Y.
*Dr. Adrian V. S. Lambert	New York City, N. Y.
Miss Katherine Lambert	" " "
Hon. William Phillips	North Beverly, Mass.
Mrs. Dickinson W. Richards	South Orange, N. J.
*Miss Marian G. Todd	Rowley, Mass.

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Edgar D. Andrews	Wilbur K. Foster
Mrs. Edgar D. Andrews	Mrs. Wilbur K. Foster
John D. Bradstreet	Dr. Oliver R. Fountain
Mrs. John D. Bradstreet	Mrs. Oliver R. Fountain
Francis J. Cartledge, Jr.	Mrs. Florence B. Graham
Mrs. Francis J. Cartledge, Jr.	Ralph Hale
Ernest C. Cooper	Mrs. Ralph Hale
Mrs. Ernest C. Cooper	Cornelius F. Haley
Mrs. John K. Curtis	Miss Emma E. Haley
Edward Dane	Maynard R. Haley
Mrs. Edward Dane	Mrs. Maynard R. Haley
Joseph L. Dodge	David H. Howie
Mrs. Augusta W. Dyer	Mrs. David H. Howie
Frederick H. Ebinger	Miss Grace Hutchinson
Mrs. Frederick H. Ebinger	Frederic A. Jahnke
Randolph W. Emerson	Mrs. Frederic A. Jahnke
Arthur W. Ewell	*Amos Everett Jewett
William Stickney Ewell	Miss Dorothy E. Keyes
Mrs. William Stickney Ewell	Miss Agnes S. Kezer
William S. Ewell, Jr.	John A. Marshall
Mrs. William S. Ewell, Jr.	Mrs. John A. Marshall
Mrs. Harlan C. Foster	Ernest B. Mason
Miss Helen T. Foster	Mrs. Ernest B. Mason
Ralph H. Foster	Charles T. Mighill
Mrs. Ralph H. Foster	Mrs. Charles T. Mighill

* Charter member.

Miss Elizabeth A. McCullum	Mrs. James W. Souter
Ronald P. Perley	Mrs. Eric Streiff
Mrs. Ronald P. Perley	Harrison E. Tenney
Mrs. Grace P. Reed	Mrs. Harrison E. Tenney
Mrs. Rose Roberts	J. Harris Todd
Miss Hilda Roper Scales	Mrs. Louis C. Todd
Miss Alice B. Smith	Warren E. Whitten
Miss Helen R. Sornborger	Mrs. Warren E. Whitten
Miss Nancy W. Sornborger	Miss Christena Wieck
James W. Souter	Charles Worthley

NON-RESIDENT MEMBERS

Mrs. Donald Alexander	Nahant, Mass.
Mrs. William R. Barbour	Salem "
George A. Barker	Ipswich "
Mrs. George E. Barnard	" "
Mrs. George Bixby	Phoenix, Arizona
Mrs. Eliza A. Bliefling	Watertown, Mass.
Charles F. Boynton	Cleveland, Ohio
Charles M. Bradstreet	Bridgeport, Conn.
George F. Bradstreet	" "
Mrs. George F. Bradstreet	" "
Miss Edith L. Daniels	Ipswich, Mass.
Samuel S. Dearborn	Cambridge, Mass.
Albert W. Dole	Haverhill, Mass.
Mrs. Blanche Eaton	Rochester, Vt.
Mrs. Claire K. Ferguson	Boston, Mass.
Mrs. Louis H. Frohman	Bronxville, N. Y.
James S. Gilbert	Englewood, N. J.
Mrs. Charles Grey	Somerville, Mass.
George H. W. Hayes	Ipswich, Mass.
Clinton M. Horn	Cleveland, Ohio
Everett Grenville Jewett	Ipswich, Mass.
John Vernon Jewett	Chestnut Hill, Mass.
Walter Amos Jewett	Ipswich, Mass.
George E. King	Hartford, Conn.
Alfred Leeds	Springfield, Mass.
Mrs. Gillette Lefferts	New York City, N. Y.
J. Russell MacInness	Shelbyville, Ind.
Mrs. J. Russell MacInness	" "
Mrs. F. C. Marston	Hallowell, Maine
Everett McNear	Evanston, Ill.
Mrs. Everett McNear	" "
Hugh N. Mighill	West Roxbury, Mass.
George S. Milnor	Chicago, Ill.

MEMBERSHIP

Palmer S. Perley	Ipswich, Mass.
Mrs. Palmer S. Perley	" "
Miss Doris Reed	Boston, "
Miss Ellen A. Riley	Brookline, "
Mrs. Henry Saling	Old Lyme, Conn.
Mrs. Worth A. Shampeny	Rochester, Vt.
Mrs. Hattie Stockbridge	Reading, Mass.
Mrs. Emma C. Voswinkel	Oakland, Calif.
Ernest H. Wilkins	Newton Center, Mass.

MARIAN G. TODD, SECRETARY

TREASURER'S REPORT 1239429

For the year ending October 1, 1948

Balance First National Bank, Ipswich, October 1, 1947	\$39.70
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RECEIPTS

Dues	\$202.00
Rummage sale	110.13
Admissions to Platts-Bradstreet House	10.00
Gift, Clinton M. Horn	8.00
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	\$369.83

EXPENDITURES

Bay State Historical League, two years dues	\$8.00
Essex County Historical Association dues	4.00
Red Cross	5.00
Electric Light	11.75
Insurance	30.43
Postage	4.00
Printing	13.34
Lumber	12.54
Plumbing	10.00
Labor	116.35
Bank charges	10.20
Deposited in sinking fund	31.21
Balance on hand October 1, 1948	113.01
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	\$369.83

ASSETS

Nancy T. Morrison fund, Newburyport Five Cents Savings Bank	\$563.66
Sinking Fund, Newburyport Institution for Savings	935.54
Two Government Bonds of 1943, maturity value \$25.00	\$50.00
One Government Bond of 1945, maturity value	\$25.00
Platts-Bradstreet House and contents, in- sured for	\$3,300.00

CHRISTENA WIECK, *Treasurer.*

FORM OF BEQUEST

I give and bequeath to the Rowley Historical Society

The sum of

Signed

The expense of this publication was borne by a member of the Society.

3338

